

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Warrlinda Subdivision Inventory Number: CH-1002  
Address: Sharon Avenue, Manchester Court, Charles Court, Colebrook Drive Historic district: ☒ yes ☐ no  
City: La Plata Zip Code: 20646-3723 County: Charles  
USGS Quadrangle(s): La Plata  
Property Owner: multiple Tax Account ID Number: multiple  
Tax Map Parcel Number(s): multiple Tax Map Number: 23  
Project: US 301 Waldorf Area Transportation Improvements Agency: Maryland State Highway Administration  
Agency Prepared By: Parsons Brinckerhoff  
Preparer's Name: Renee S. Novak Date Prepared: 4/7/2008  
Documentation is presented in: Charles County Circuit Court, Land Records Division; 2008 Maryland Inventory of Historic Properties (MIHP) form  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Description:**

The Warrlinda subdivision is located along a stretch of Washington Avenue south of the U.S. 301 intersection with Turkey Hill Road at Lyon's Corner. The neighborhood consists of more than 50 single-family homes located on parcels that are an average size of 0.76 acres. The original subdivision was referred to as the "Warrlinda Subdivision" and contained three sections (or blocks) that were surveyed. Blocks A and B were subdivided on March 23, 1959, and Block C was subdivided on April 7, 1960. Tax information indicates that some of the earliest houses in the Warrlinda subdivision were constructed in 1961. Warrlinda is comprised of nearly all Ranch-style houses with only a few split-level houses in between. The neighborhood eventually expanded along Sharon Avenue and Colebrook Drive to the north and east. This is reflected in the architectural aesthetic of the housing that dates from the late 1960s to the mid-1970s. For the purposes of this assessment, the historic district boundaries for Warrlinda will encompass all of Sharon Avenue, Manchester Court, Colebrook Drive, and Charles Court.

Please see the 2008 Maryland Inventory of Historic Properties form for Warrlinda for a complete description of the subdivision.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☒  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
MHT Comments:

  
Reviewer, Office of Preservation Services

11/12/08  
Date

  
Reviewer, National Register Program

4/14/08  
Date

200802088

## History:

The original subdivision plat for Warrlinda, formerly known as the "Warrlindia Subdivision," contained three sections (or blocks) that were surveyed in two separate segments. Block A and Block B are part of the first segment that was subdivided on March 23, 1959. The land was surveyed by William L. Meekins, a Registered Land Surveyor in Charles County. Block A consisted of four lots located on the northwest side of Colebrook Drive. These lots measured roughly 150 feet long and up to 200 feet wide along the street front. Block B consisted of five lots uniquely situated in the triangular wedge-shaped land between Colebrook Drive and Sharon Avenue. Property lots in both areas are oriented on a northwest-southeast axis.

The land for Block C was subdivided on April 4, 1960. Block C was surveyed on June 17, 1955 by William L. Meekins and Associates and included two property lots situated directly south of Sharon Avenue and east of Washington Avenue. The topography for Lot C-3 was noted as steeply sloping towards Washington Avenue; making it unsuitable for a dwelling. Both lots are oriented on a north-south axis. The land for Block C comprised of two separate tracts that were under the ownership of Mathilde Owen.

Please see the Maryland Inventory of Historic Properties form for Warrlinda for a complete description of the chain-of-title and history of the subdivision.

From the 1930s to the present day, Robert Crain Highway and U.S. 301 have brought increased traffic through Prince George's and Charles Counties, which in turn encouraged a second major phase of development in this area during the mid-twentieth century. Commercial development along these routes often took the form of entertainment establishments and travel-related services such as motels, diners, and gasoline service stations. With the impetus of new government programs, conventional site-built home construction proliferated by the early 1950s and record numbers of single-family houses were added to the area. Developments expanded outward from the city, and traffic into the urban centers became heavier as more people commuted to jobs in the city. This was evident throughout several areas of Prince George's County. Inter-urban road construction accelerated in the 1940s as a result of the perceived need for quick access in and out of cities for defense purposes and to increase accessibility to shifting industrial areas. This road construction continued into the 1950s and 1960s.

By the mid-1950s, many people were ready to move out of their "starter-homes" and into larger, more expensive homes. By the mid-1960s, the average house had increased from less than 1,000 square feet in the 1940s to about 1,500 square feet, and some additional, non-essential rooms had been added. Many of the smaller houses of the 1950s had either no garage or just a carport. Garages became the norm in the late 1950s and were integrated within the overall design of the house. Often, the house facade receded in importance to the front-facing garage. Characterized by dominant garages, the houses were just one indication of the prominence of cars in everyday suburban life. Developments incorporated curvilinear roads, cul-de-sacs, and parking, emphasizing the space requirements associated with having a car. The new middle-class family was primarily defined by its income and style of living, rather than by its occupation and economic status, and had its foundation in home, residential community, and the material possessions associated with suburban life.

Homes constructed during the mid-twentieth century began reflecting the change in social function within a home to suggest the population's growing reliance on automobiles. One major characteristic of the postwar suburbs was their architectural uniformity. After 1945, developers of subdivisions usually offered no more than six basic house floorplans. Regional differences in both housing style and development plan were soon lost to more standardized versions of Cape Cod, Ranch, and split-level houses. American culture of the 1940s and 1950s focused inward on housing design and layout to serve the needs of working families during that time. Rising building costs, higher technological expectations, newer and more stringent building laws, and changing social conditions required freestanding homes to become more compact and spaces to become more compartmentalized.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

## Significance Evaluation:

Warrlinda is not eligible for listing in the National Register of Historic Places. Warrlinda is a typical, modest suburb with nondescript houses. It is not associated with any historic events in Charles County or linked to any historic trends in the area. Warrlinda has no association with events that have contributed to the broad patterns of our history; therefore it does not meet Criterion A. Historic research indicates that the subdivision has no known association with persons who have made specific contributions to history; therefore, it does not qualify under Criterion B. The subdivision does not embody distinctive characteristics or possess high architectural value; therefore, it does not meet Criterion C for architectural significance. The housing stock is considered typical and ubiquitous and is found in post-war subdivisions that were prevalent in Charles County and throughout Maryland and the United States during the mid-twentieth century. The neighborhood contains primarily three distinct architectural forms that are standard for post-World War II housing developments: Colonial Revival Cape Cods, single-story Ranch-style houses, and split-level residences. Many have been altered, although the overall layout of the neighborhood remains intact. The major architectural style throughout Warrlinda is a modest interpretation of the Ranch house, which is not considered to have high artistic value. Warrlinda was not evaluated for eligibility under Criterion D as part of this assessment.

## Works Consulted:

Ames, David and Linda Flint McClelland. National Register Bulletin: Historic Residential Suburbs. Washington, D.C.: U.S. Department of the Interior, 2002.

Brown, Jack D., et al. Charles County, Maryland: A History. La Plata, MD: Charles County Bicentennial Committee, 1976.

Gowans, Alan. Styles and Types of North American Architecture, Social Function and Cultural Expression. New York, NY: Harper Collins Publishers, 1992.

Hunter, Christine. Ranches, Rowhouses & Railroad Flats American Homes: How They Shape Our Landscapes and Neighborhoods. New York and London: W.W. Norton & Company, 1999.

Maryland Historical Trust. Vertical Files. Crownsville, MD 2008.

Maryland State Highway Administration. 1999. Identification and Eligibility Report: MD 301 Transportation Study in Charles and Prince George's Counties, Maryland. (Prepared by EHT Tracerics, Inc.).

Maryland State Highway Administration. 2002. Suburbanization Historic Context and Survey Methodology: I-495 / I-95 Capital Beltway Corridor Transportation Study. (Prepared by KCI Technologies).

Maryland State Highway Administration (SHA). U.S. 301 Southern Corridor Waldorf Bypass Cultural Resources Assessment and Cultural Resources Sensitivity Model for Charles and Prince George's Counties, Maryland. 2007 (Prepared by Parsons Brinckerhoff, Inc.).

McAlester, Virginia and Lee McAlester. A Field Guide to American Houses. New York: Alfred A. Knopf, 1984.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

## MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

NR-ELIGIBILITY REVIEW FORM

CH-1002

Warrlinda Subdivision

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National Park Service. National Register Bulletin: How to Apply the National Register Criteria for Evaluation.  
Washington, D.C.: United States Department of the Interior, 1990.

Southern Maryland Studies Center. Charles County Community College, Southern Maryland Studies Room. Vertical  
Files and Library. 2008.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

**Warrlinda Subdivision (CH-1002)**  
**La Plata, Charles County**  
**Early-1960s to mid-1970s**  
**Private**

Warrlinda Subdivision is a residential planned neighborhood located south of the intersection with U.S. 301 and Turkey Hill Road and north of La Plata in Charles County. The neighborhood occupies parcels directly east of Washington Avenue and consists of single-family homes that were constructed between the early 1960s and mid 1970s. The main thoroughfares in the neighborhood include Sharon Avenue and Colebrook Drive, which form a triangular shape in the subdivision, with Manchester Court and Charles Court spurring off of Sharon Avenue. The original plat for "Warrlindia", as it was known, was surveyed in 1959 and called for three consecutive blocks of parcels. The parcels were to be laid out along Sharon Avenue. Architectural styles in the neighborhood consist primarily of modest interpretations of Ranch-style houses with only a few split-level residences interspersed. Both styles are characteristic of post-World War II suburbanization. The Warrlinda Subdivision was constructed at a time when the expanding U.S. 301 corridor had brought increased amounts of traffic to the La Plata area, thus opening up previously rural sections of Prince George's and Charles counties. Commercial and entertainment establishments on U.S. 301, along with the construction of several government facilities in the vicinity, flourished and provided an impetus for new residential subdivisions and developments along major roadways during the mid twentieth century. Warrlinda Subdivision is not eligible for the National Register of Historic Places because it is a modest suburb with nondescript and ubiquitous homes that is typical of mid-twentieth century residential development.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CH-1002

### 1. Name of Property (indicate preferred name)

Historic Warrlindia Subdivision  
other Warrlinda (preferred)

### 2. Location

street and number Sharon Avenue, Manchester Court, Charles Court, Colebrook Drive ☐ not for publication  
city, town La Plata ☒ vicinity  
county Charles

### 3. Owner of Property (give names and mailing addresses of all owners)

name multiple  
street and number multiple telephone  
city, town La Plata state Maryland zip code 20646

### 4. Location of Legal Description

courthouse, registry of deeds, etc. Charles County Courthouse Land Records liber multiple folio multiple  
city, town La Plata tax map multiple tax parcel multiple tax ID number multiple

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> 50 buildings
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> 50 Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

## 7. Description

Inventory No. CH-1002

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Description:

The Warrlinda neighborhood is located directly south of the U.S. 301 intersections with Washington Avenue and Turkey Hill Road. The subdivision is situated east of Washington Avenue and includes the following streets: Sharon Avenue, Manchester and Charles courts, and Colebrook Drive. Sharon Avenue is the only entrance and exit route into the subdivision. Sharon Avenue and Colebrook Drive are the two main streets in the neighborhood that connect to form a triangular-shaped street pattern configuration, with Manchester Court and Charles Court spurring out at its corners. The neighborhood consists of more than 50 single-family homes located on parcels that are an average size of 0.76 acres.

Warrlinda is comprised of nearly all Ranch-style houses with only a few split-level houses scattered in between. Variations of modest interpretations of Ranch houses are found throughout the district. The majority of homes within the subdivision exhibit the Ranch style complete with both rectangular and L-shaped footprints. All homes contain driveways and adequate yard space. The neighborhood possesses architectural styles that are representative of suburban development in this rural area of Charles County during the mid-twentieth century. Tax information for properties in Warrlinda indicates that some of the earliest houses in the subdivision were constructed in 1961. Warrlinda eventually expanded along Sharon Avenue and Colebrook Drive to the east and north, past the three blocks that were subdivided in 1959 and 1960. This is reflected in the architectural aesthetic of the housing that dates from the late 1960s to the mid-1970s.

Modest interpretations of Ranch houses are the most common residential form of housing in Warrlinda with the earliest constructed in 1961. Early versions of Ranch-style houses in the neighborhood do not have garages incorporated into their original design. A few later houses in the neighborhood have built-in garages. Ranches in Warrlinda generally feature one-story, masonry construction that is four to five bays wide; includes a concrete foundation, brick veneer, and vinyl siding; low-pitched gable roofs covered with asphalt shingles; occasionally roof eaves extending out over the front entryway usually covering a concrete patio below; usually brick exterior-end chimneys; smaller double-hung sash and sliding sash windows on all elevations of the house; front gable roofs; and the additional side-room or sun room on one side of the house.

Today, Warrlinda's plan resembles much of its original appearance from the early days of the subdivision's creation, although many of the houses have been altered individually. At present, the neighborhood consists of more than 50 single-family homes with modest yard sizes and driveways. No sidewalks are present in the neighborhood. The neighborhood contains moderate to heavy tree coverage and foliage between houses.

Homes constructed during the mid-twentieth century began reflecting the change in social function within a home and suggest the population's growing reliance on automobiles. American popular culture of the 1940s and 1950s focused inward on housing design and layout to serve the needs of working families during that time. Rising building costs, higher technological expectations, newer and more stringent building laws, and changing social conditions required single-family homes to become more compact and spaces to become more compartmentalized.

## 8. Significance

Inventory No. CH-1002

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

**Specific dates** 1955 to 1965 **Architect/Builder** unknown

**Construction dates** 1960s to early 1970s

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### History:

#### The Development of Warrlinda

The original subdivision plat for Warrlinda, formerly known as the "Warrlindia Subdivision," contained three sections (or blocks) that were surveyed in two separate segments. Block A and Block B are part of the first segment that was subdivided on March 23, 1959. The land was surveyed by William L. Meekins, a Registered Land Surveyor in Charles County. Block A consisted of four lots located on the northwest side of Colebrook Drive. These lots measured roughly 150 feet long and up to 200 feet wide along the street front. Block B consisted of five lots uniquely situated in the triangular wedge-shaped land between Colebrook Drive and Sharon Avenue. Property lots in both areas are oriented on a northwest-southeast axis.

The land for Block C was subdivided on April 4, 1960. Block C was surveyed on June 17, 1955 by William L. Meekins and Associates and included two property lots situated directly south of Sharon Avenue and east of Washington Avenue. The topography for Lot C-3 was noted as steeply sloping towards Washington Avenue; making it unsuitable for a dwelling. Both lots are oriented on a north-south axis. The land for Block C comprised of two separate tracts that were under the ownership of Mathilde Owen.

#### Mid-Twentieth-Century Suburbanization in Prince George's and Charles Counties

By the first decade of the twentieth century, the automobile emerged as the preferred transportation method. It provided individuals with the opportunity to enjoy personalized travel, and for some, the automobile was a rejection of the nineteenth century use of public transportation.<sup>1</sup> The automobile soon took precedence throughout the country as highways were favored over small roads. As more people began traveling by car, automobile related services and facilities greatly increased.<sup>2</sup>

The increase in population and development in southern Maryland after the first quarter of the twentieth century required the improvement of existing roadways and the introduction of new routes to serve the growing public. In particular, Robert Crain Highway, constructed in 1922 and later expanded as part of US Route 301, attracted new development to older communities along its corridor. Robert Crain Highway contributed to the growth and evolution of Prince George's and Charles Counties in the 1920s and 1930s. MD 5 was constructed in the 1950s and is a major link between Washington D.C., and southern Maryland. The highway is an extension of Branch Avenue in Washington D.C. and originates in Suitland inside the southeast portion of the Capital Beltway (I-495).

<sup>1</sup> Maryland State Highway Administration, 1999, *Identification and Eligibility Report: MD 301 Transportation Study in Charles and Prince George's Counties, Maryland*, (Prepared by EHT Tracerics, Inc.), 20.

<sup>2</sup> Ibid.



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CH-1002

Name: Warrlinda Subdivision  
**Continuation Sheet**

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MD 5 runs north-south and passes by Andrews Air Force Base, Patuxent River Naval Air Station, and terminates at Leonardtown and Point Lookout in St. Mary's County.

Since the 1930s, Robert Crain Highway and U.S. 301 have brought increased traffic through Prince George's and Charles Counties. This increase contributed to a second major phase of development in this area during the mid-twentieth century. Commercial development along these routes often took the form of entertainment establishments and travel-related services such as motels, diners, and gasoline service stations.<sup>3</sup> With the impetus of new government programs, conventional site-built home construction proliferated by the early 1950s and record numbers of single-family houses were added to the area. Developments expanded outward from the city, and traffic into the urban centers became heavier as more people commuted to jobs in the city.<sup>4</sup> This was evident throughout several areas of Prince George's County. Inter-urban road construction accelerated in the 1940s as a result of the perceived need for quick access in and out of cities for defense purposes and to increase accessibility to shifting industrial areas.<sup>5</sup> This road construction continued into the 1950s and 1960s.

Several counties in Maryland grew with the burgeoning military establishments. When the Patuxent Naval Air Station was built in St. Mary's County, its population of 24,620 was swelled with 7,000 construction workers in 1942 and 14,000 civilian and military workers and their families in 1944.<sup>6</sup> The creation of this installation in 1943 required new transportation routes to be constructed in order to access the remote military base. Andrews Air Force Base in Prince George's County also brought additional growth to those areas during the war.

The combination of new jobs with more income, a need to build many homes very quickly, and government-sponsored mortgage insurance created a suburban boom unequaled in American history. The suburban developments of the early-to-mid-twentieth century were aimed at meeting the needs and desires of the middle and working classes, which included low-cost, affordable housing, quick and easy access to the areas where suburbanites worked, and a pleasant environment in which to raise their families.<sup>7</sup> The post-1945 suburbs changed forever the type of community where millions of Americans lived and transformed the national social class structure to one in which people were categorized by their material possessions and neighbors, rather than by their inherited social status as in previous decades.

After World War II and on into the early 1970s, new subdivisions shared five characteristics. Most of the newer suburbs were more removed from the central city and less dependent on the city for their needs than in previous decades. Secondly, new suburbs were built with fewer houses per acre than in pre-war suburbs.<sup>8</sup> The third major characteristic of the postwar suburbs was their architectural uniformity. After 1945, developers of subdivisions usually offered no more than six basic house floorplans. Regional differences in both housing style and development plan were soon lost to more standardized versions of Cape Cod, Ranch, and split-level houses. The fourth characteristic of post-war suburbanization was affordability for a greater number of people.<sup>9</sup> Home-ownership soon became a desired norm and was not just a status symbol for the wealthier classes. Lastly, post-war suburbs were characterized by their economic, racial, and age homogeneity.<sup>10</sup> Encouraged by zoning laws, the Federal Housing Administration and the Veterans

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<sup>3</sup> Ibid.

<sup>4</sup> Maryland State Highway Administration, 2002, *Suburbanization Historic Context and Survey Methodology: I-495 / I-95 Capital Beltway Corridor Transportation Study*, (Prepared by KCI Technologies), B-11.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid, B-17.

<sup>7</sup> Ibid, B-7.

<sup>8</sup> Ibid, B-11.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CH-1002

Name: Warrlinda Subdivision  
Continuation Sheet

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Administration mortgage insurers required that participating houses and neighborhoods be good investments.<sup>11</sup> Many subdivisions did not allow for minorities to purchase homes. Racially integrated and older neighborhoods were not thought of as good investments, and minorities were largely excluded from participating in the suburban housing boom.

During the 1950s, the character of the suburbs began to change throughout Maryland. The 1940s suburban development was characterized by temporary housing, apartment housing, and inexpensive homes and was an immediate response to a desperate need for housing. Between the late 1950s and early 1960s, a second post-war housing boom occurred. It differed from the first boom in the size and expense of the homes and increased construction costs. While the average house cost \$10,000 during the first boom, the average house cost had risen to \$18,000 by 1959.<sup>12</sup> This rise in housing expenditures resulted from a combination of higher incomes, maturing suburban communities, inflation, and changing practices in the mortgage industry.

By the mid-1950s, many families had outgrown their first homes and were ready to move into larger and more expensive homes. By the mid-1960s, the average house had increased from less than 1,000 square feet in the 1940s to about 1,500 square feet, and some additional, non-essential rooms had been added.<sup>13</sup> Many smaller houses that were characteristic of the 1950s had no designated garage space and only a single carport area. Garages became standard in residential design in the late 1950s and were soon integrated into the layout of the house. Oftentimes, the garage dominated the front façade of the house. This suburban housing form was an indication of the prominence of cars and of people's increasing reliance on them for their everyday use. As a result, housing developments incorporated curvilinear roads, cul-de-sacs, and parking, emphasizing the space requirements associated with having a car.<sup>14</sup> The new middle-class family was now defined by its income and style of living, rather than by its occupation and social status. The middle-class family was a single unit that had strong residential connections within the community and a solid foundation at home.

By the late 1960s, the suburbs continued to expand into neighboring counties that bordered Baltimore and Washington, D.C., and by 1980, although still extensively rural in many sections, Charles County was also considered suburban.<sup>15</sup> Part of the reason for these expanding suburban boundaries was the construction of 15 major highways throughout Maryland between the late 1950s and early 1970s.

### Ranch-Style Housing

The Ranch-style housing form originated in the 1950s and is often associated with post-war suburbanization that swept the country during that time. The origins of Ranch houses in America can be traced to California, where they were initially promoted as having a strong emphasis on nurturing a family life that was both healthy and outdoor-oriented.<sup>16</sup> As such, the footprint of Ranch houses began to take shape and respond to changing social function and needs, with the main orientation redirected towards the back of the house and the backyard instead of the front façade. Ranch homes often featured larger picture windows or sliding glass doors between family living spaces and a rear patio. Daily life for the family could be conducted on one level of the home, and staircases were viewed as unnecessary and outdated.<sup>17</sup>

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<sup>11</sup> Ibid.

<sup>12</sup> Ibid, B-19 & B-20.

<sup>13</sup> Ibid, B-12.

<sup>14</sup> Ibid.

<sup>15</sup> Ibid, B-20.

<sup>16</sup> Christine Hunter, *Ranches, Rowhouses & Railroad Flats – American Homes: How They Shape Our Landscapes and Neighborhoods*, New York and London: W.W. Norton & Company, 1999, 166.

<sup>17</sup> Ibid.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CH-1002

Name: Warrlinda Subdivision  
**Continuation Sheet**

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Modest interpretations of Ranch houses are the most common residential form of housing in Warrlinda. Early versions of Ranch-style houses in the neighborhood, which date from the 1960s, do not have garages incorporated into their original design. Ranches in Warrlinda generally feature one-story; masonry construction that is four to five bays wide; includes a concrete foundation, brick veneer, and vinyl siding; low-pitched gable roofs covered with asphalt shingles; occasionally roof eaves extending out over the front entryway usually covering a concrete patio below; usually brick exterior-end chimneys; smaller double-hung sash and sliding sash windows on all elevations of the house; front gable roofs; and the additional side-room or sun room on one side of the house.

### Split-Level Housing

Split-level houses are a product of the mid-twentieth century, post-war housing boom. Like their Cape Cod and Ranch-style counterparts, split-level construction in neighborhoods contributed to the uniformity in subdivision design that developed after 1945. Split-levels often contained smaller footprints than Ranch houses, which tended to be lower in height and more spread out. Therefore, they fit onto smaller-sized lots. Split-levels were most popular in the East and Midwest and exhibited characteristics such as an asymmetrical floorplan with staggering two-story and one-story sections, making them well-suited to sloping sites.<sup>18</sup> The large two-story section faced the street and contained the garage on the lower level of the facade along with a recreational room, or family room, in the rear of the lower level. The recreation room was generally the informal common area and opened up onto the backyard space or back patio. The half-level of the house generally retained the traditional living spaces such as the formal living room, dining room, and kitchen areas. Bedrooms were situated directly over the garage space and recreational room. The number of bathrooms increases in the split-level, with usually the larger master bedroom containing a master bathroom suite over the garage.<sup>19</sup>

There are only a few split-level houses in the Warrlinda subdivision. Stylistic features of this housing type include multi-level stories; concrete foundations with masonry and frame construction; brick veneer and vinyl siding, low-pitched gable roofs covered with asphalt shingles; pedimented front-gable entrance porches and front patio area stoops; and brick exterior chimneys. The split-levels in Warrlinda were constructed in the 1970s and later.

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<sup>18</sup> Ibid.

<sup>19</sup> Ibid.

## 9. Major Bibliographical References

Inventory No. CH-1002

See continuation sheet

## 10. Geographical Data

Acreage of surveyed property 50.8 acres  
Acreage of historical setting 50.8 acres  
Quadrangle name La Plata

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The historical boundaries of the Warrlinda Subdivision include the current legal parcel boundaries for properties on Sharon Avenue, Manchester Court, Charles Court, and Colebrook Drive.

## 11. Form Prepared by

name/title	Renee S. Novak		
organization	Parsons Brinckerhoff	date	April 07, 2008
street & number	100 South Charles St., Tower One, 10 <sup>th</sup> Floor	telephone	410-727-5050
city or town	Baltimore	state	Maryland

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. CH-1002

Name Warrlinda Subdivision

### Continuation Sheet

Number 9 Page 1

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RECORDED  
PATRICK C. 1980  
CLOCK, CIRCUIT COURT

1960 MAY 4 AM 10:50

# SECTION THREE WARRLINDIA SUBDIVISION

6<sup>th</sup> ELECTION DISTRICT  
CHARLES COUNTY, MARYLAND

DATE: APRIL 1960

SCALE 1"=50'

## OWNERS DEDICATION

We, Warren J. Willet, and Nell L. Willet, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision and dedicate the streets to public use, and we certify that the requirements of Section 71-74 of the Annotated Code of Maryland has been complied with in making the plat and setting the markers.

All parties in interest thereto have hereunto affixed their signatures indicating their assent to this plan of subdivision.

WITNESS

DATE

OWNERS

Charles D. Smith Jr.

April 7, 1960

Warren J. Willet  
Warren J. Willet

Charles D. Smith Jr.

April 7, 1960

Nell L. Willet  
Nell L. Willet

## SURVEYORS CERTIFICATE

I hereby certify that the subdivision shown hereon is correct; that it is a subdivision of the land which was conveyed by Mathilde Owen to Warren J. Willet, and Nell L. Willet, by deed dated July 13, 1958 and recorded in Liber A.C.M. 108, Folio 576, among the land records of Charles County, Maryland; that the location of Monuments are properly indicated hereon thus W and iron pins are shown thus O, Chapter 106 of the acts of 1945 have been complied with. The meridian is magnetic 1953

APRIL 9, 1960  
Date

William L. Meekins  
Registered Surveyor #2134

METHOD OF WATER-SUPPLY AND SEWERAGE DISPOSAL  
IS TO BE INDIVIDUAL WELL AND SEPTIC TANKS.

CHARLES COUNTY PLANNING COMMISSION  
APPROVAL RECOMMENDED 5-3-60  
DATE  
W. L. Meekins FILE NO. \_\_\_\_\_

APPROVED  
APR 7, 1960  
CHARLES COUNTY HEALTH DEPT.  
LA PLATA, MARYLAND

BOARD OF COUNTY COMMISSIONERS  
APPROVED 5-3-60  
DATE  
W. L. Meekins acting Pres.

W. L. MEEKINS  
REGISTERED LAND SURVEYOR #2134  
5560 SILVER HILL ROAD  
WASHINGTON 28, D.C.  
REDWOOD C-6387

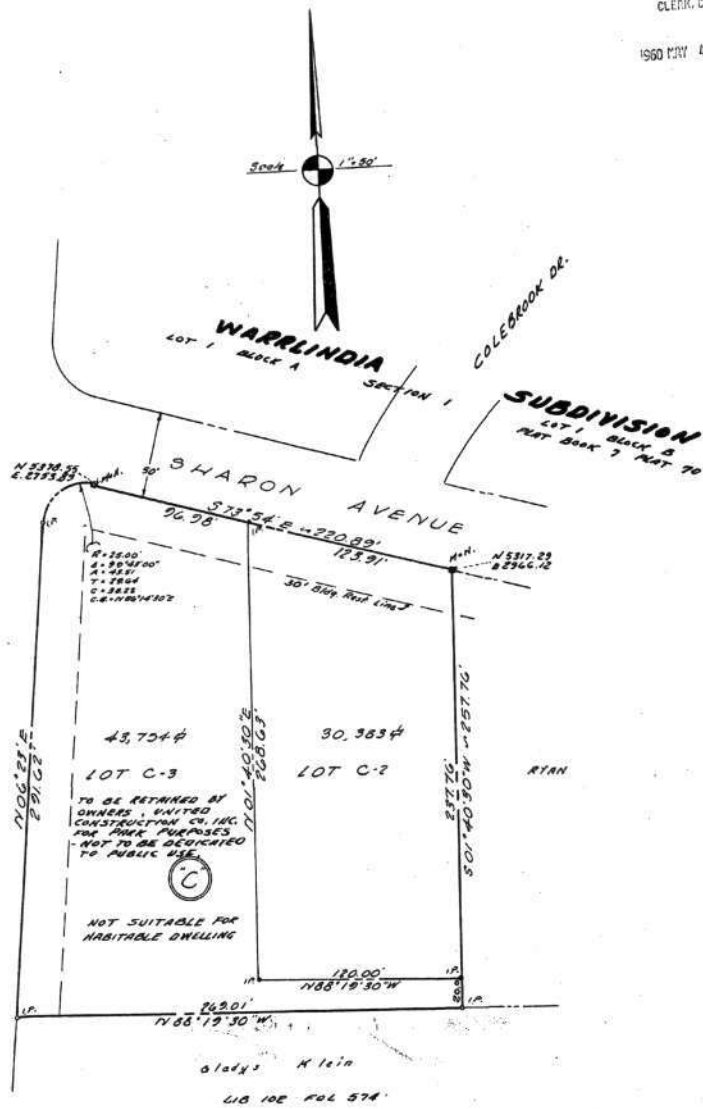
PI17997 MSA C54 2267 558 7-114

CH-1003

187 7 PAGE 114

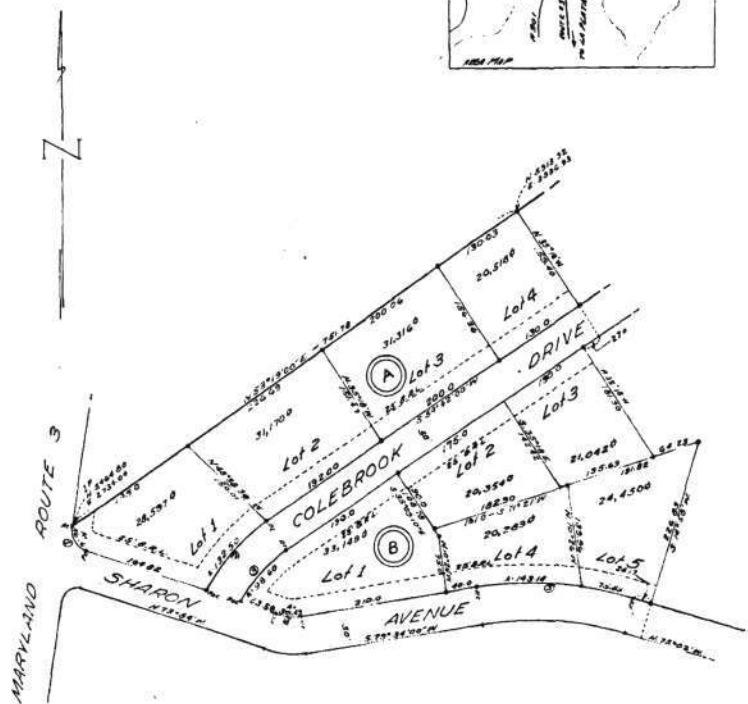
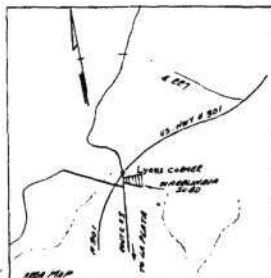
Vertical Scale Footings

AREA MAP  
SCALE 1"=MILE





WARRLINDIA SUBDIVISION  
SECTION 1  
6TH ELECTION DISTRICT  
CHARLES COUNTY, MARYLAND  
Scale: 1 inch = 100 feet March 20, 1959



CURVE DATA

AB	RADIUS	Δ	TAN	ARC	CHORD	CHORD BEARING
1	32.94	61.77	27.78	46.16	41.47	N 83° 48' 30" W
2	20.147	26° 28' 30"	6.745	13.230	13.133	S 61° 29' 45" W
3	23.747	23° 47' 20"	6.002	9.860	9.789	N 68° 18' 20" E
4	65.71	26° 33'	15.52	30.43	30.21	N 87° 10' 30" W
5	294.21	25° 40' 00"	111.33	219.01	217.22	N 87° 44' 10" W

CHARLES COUNTY PLANNING COMMISSION

APPROVAL RECOMMENDED 4-6-1959

DATE

William W. Sullivan

BOARD OF COUNTY COMMISSIONERS

APPROVED March 8, 1959

DATE

John L. Sullivan, Jr.

FILED  
APR 30 1959  
CIRCUIT COURT  
FOR  
CHARLES CO., MD.

SURVEYOR'S CERTIFICATE

I hereby certify that the subdivision shown hereon is correct; that it is a subdivision of the land which was conveyed by Mathilde Owen to Warren J. Willet, and Neil L. Willet, by deed dated July 13, 1952 and recorded in Liber R.C.M. 102, Folio 576, among the land records of Charles County, Maryland, that the location of monuments are properly indicated hereon thus 0, and iron pipe are shown thus 0. Chapter 1016 of the acts of 1945 have been complied with. The meridian is magnetic 1953.

W. L. Meekins  
William L. Meekins  
Registered Surveyor #2130



HEALTH DEPT. REQUIREMENTS

1. THE WATER SUPPLY FOR THIS SUBDIVISION IS TO BE INDIVIDUAL WELLS FOR EACH LOT.
2. THIS SUBDIVISION IS TO BE SERVED BY INDIVIDUAL SEWERAGE DISPOSAL SYSTEMS FOR EACH LOT.

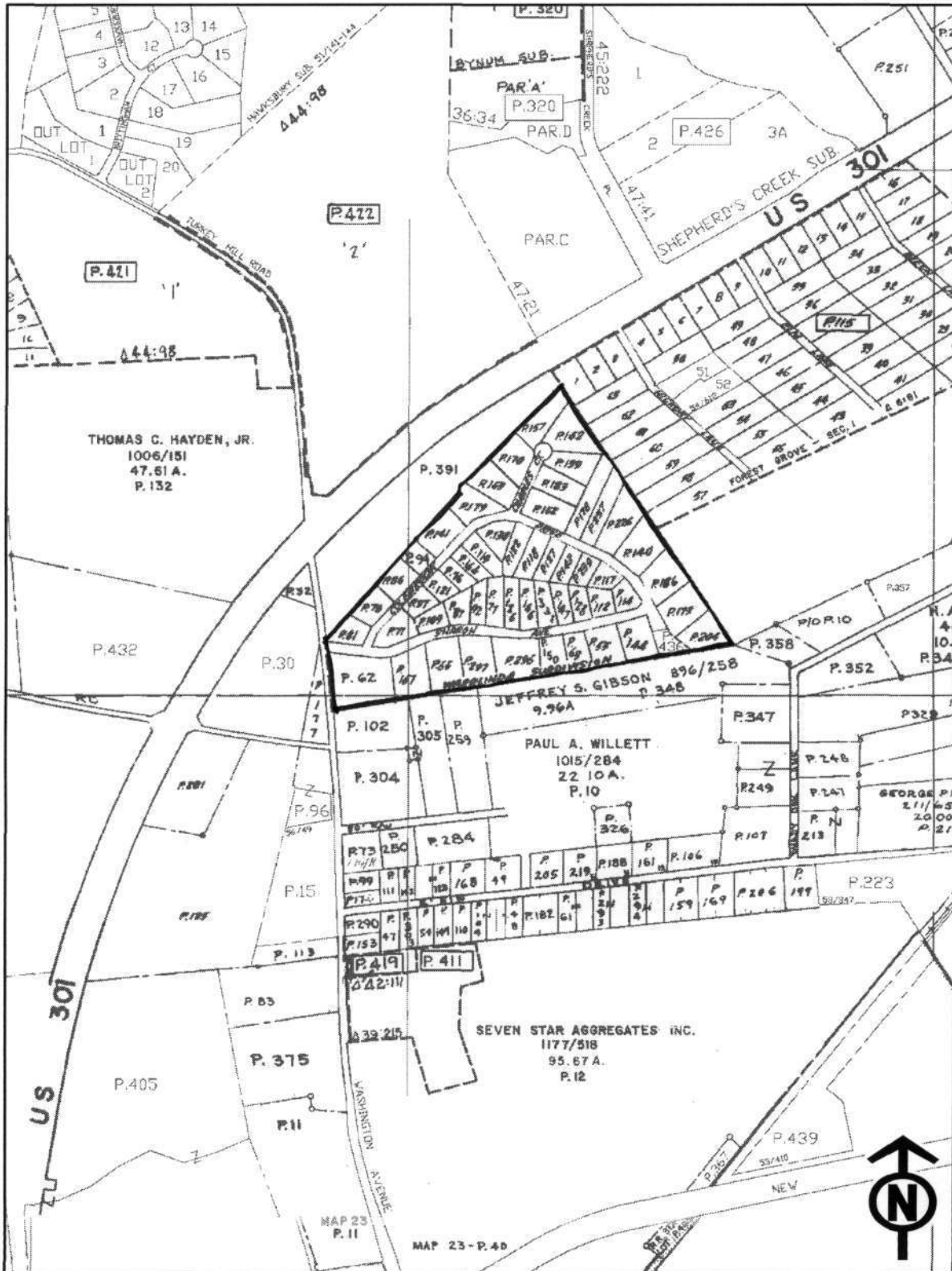
APPROVED  
MAY 10 1959  
W. L. Meekins  
CHARLES COUNTY HEALTH DEPT.  
LA PLAZA, MARYLAND

WILLIAM L. MECKINS  
LAND SURVEYOR 2130  
NEAPREVILLE, MARYLAND  
RE 6-6397

CH-1002

# Warrlinda Subdivision

Charles County Tax Map



Warrlinda Subdivision (CH-1002)  
South of US Route 301 and Washington Avenue

# Warrlinda Subdivision

USGS La Plata Quad



0 1,000 Feet

1:24,000





CH-1002

Warrlinda Subdivision

Charles County, Maryland

Renée Novak

March 19, 2008

MD SHPO

view of intersection with Sharon Avenue and  
Colebrook Drive, looking east from  
Washington Avenue

#1 of 8



CH-1002  
Warrlinda Subdivision  
Charles County, Maryland

Reneé Novak

march 19, 2008

MD SHPO

view down Sharon Avenue, looking east

#2 of 8



CH-1002

Warrlinda Subdivision

Charles County, Maryland

Renée Novak

march 19, 2008

MD SHPO

view looking south down Colebrook Drive

#3 of 8





CH-1002

Warrlinda Subdivision

Charles County, Maryland

Renee Novak

March 19, 2008

MD SHPO

view down Colebrook Drive, looking northeast

# 4 of 8



CH-1002

9730 Sharon Avenue (Wardlinda Subdivision)

Charles County, Maryland

Reneé Novak

March 19, 2008

MD SHPO

view of 9730 Sharon Avenue, north elevation

# 5 of 8



CH-1002

9575 Sharon Avenue (Warrlinda Subdivision)

Charles County, Maryland

Renee Novak

march 19, 2008

MD SHPO

view of 9575 Sharon Avenue, south elevation

#6 of 8





CH-1002

9610 Charles Court (Warrinda Subdivision)  
Charles County, Maryland

Renée Novak

March 19, 2008

MD SHPO

view of 9610 Charles Court, east elevation

#7 of 8



CH-1002

5155 Colebrook Drive (Warrlinda Subdivision)

Charles County, Maryland

Renee Novak

march 19, 2008

MO SHPO

view of 5155 Colebrook Drive, east elevation

#8 of 8